

CLASSIFICATION **SECRET**COUNTRY East Germany

REPORT

TOPIC Gross Doelln Airfield

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EVALUATION PLACE OBTAINED

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DATE OF CONTENT DATE OBTAINED DATE PREPARED 1 July 1955REFERENCES PAGES 4 ENCLOSURES (NO. & TYPE) REMARKS This is UNEVALUATED Information**ATTACHMENT**

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1. Air activity and aircraft observed at Gross Doelln airfield between 30 April and 27 May 1955:

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3, 7, 11 and 16 May. Flying was practiced during daytime. Aircraft made individual flights, some aircraft with extended landing gears.

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10 May. At 0520, an alert practice started. Twenty minutes after the alert was sounded, the flying personnel were trucked to the take-off point but no flights were made. The alert was completed after 45 minutes.

26/27 May. There was air activity during the night.

Prior to 27 May, 27 Il-28s or U-Il-28s were parked on the field. No MiG-15s were observed.

Some officers wore blue-bordered golden collar patches, other officers wore golden-bordered blue collar patches. The NCOs and EM wore black-bordered blue collar patches. ¹

2. During night flying activity, a van-like truck with a glass cupola was parked about 120 meters south of the runway, in the middle between the eastern connecting lane leading to the taxiway and the dispersal area at the eastern end of the runway. The cupola of the vehicle was only marked by a small red lamp fitted over the driver's cabin. An antenna, about 3 meters high, was set up near the vehicle. Approximately at the same site were 3 special trucks about 120 meters apart. These trucks mounted a large round device covered with a tarpaulin. A holding device for an antenna rod was attached to the side wall of the trucks. ²
3. The inner landing beacon was located about 850 meters east of the end of the runway. A cross-shape was observed on the masthead of a single-mast radio installation Jagten 114 near the PKV-45 DF station. ³

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4. Ammunition dump I was guarded by sentries and watchdogs. The dogs were on leashes connected to extended wires. Fellow workers stated that bombs were stored in the sheds. Some of the bombs were about 1.8 meters long and others about 1 meter. Excavation work for road construction was under way in the eastern section of the dump. Work was being done in ammunition dump II near the spur track. 4
5. Prior to 27 May, 26 tank trucks including 2 semitrailers, 5 large tank trucks, 3 medium tank trucks, and 8 tank trucks with trailers, 8 regular tank trucks were parked on the parking place west of the headquarters building. The latter 8 tank trucks allegedly had a capacity of 7,000

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6. Concreting work on the connecting road leading from the southern end of connecting lane A/B to the Gross Doelln - Zehdenick road was completed by 25 May. The road was 6 meters wide and had a concrete cover 15 cm thick. A small two-story building was set up in Jagen 218, 60 meters east of the road. The foundation walls for new quartering buildings in Jagen 94, 95, and 126 were completed by the Baununion Magdeburg.

7. The entire airfield area was guarded by sentries. During air activity, the area was additionally guarded. At nightfall, when the sentries were relieved, a truck with about 24 soldiers moved to the dispersal areas.
8. Metal foils were found in the vicinity of the airfield. During flying activity, a "glittering something", presumably foils, dropped from the aircraft.

9. In mid-May, about 650 workers were employed at the field. Some of the workers were to be transferred to Garz on Usedom Island, Kroechlendorf, and Tutow. On 10 May, some workers and equipment were shipped to Querfurt.

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10. [REDACTED]

11. On various days between early May and mid-May, flights were made by Il-28s or U-Il-28s. During the same period and up to 20 May, at least 28 to 32 Il-28s were observed on the dispersal area at the eastern end of the airfield.

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12. The bombs for ammunition dump I had been unloaded by hand. The rails of the spur track were at such a height that the bottoms of the cars were in line with the ramp. The distance from the ground to the upper edge of the ramp was 1.15 to 1.25 meters. It could not be determined if the ammunition houses were equipped with travelling cranes, cranes, or similar equipment. 4

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13. Work in the clearing north of the airfield progressed very slowly so that the exact borders could not be determined. ⁵
14. A telephone connection consisting of 8 wires side-by-side and 2 wires underneath was laid from the housing area toward Gross Doelln and through Jagen (forest sub-district) 126, 127, 95, 96, and 66/67. The line extended around Gross Doelln and terminated at the Gross Doelln - Schoenebeck road.
15. A cable which was the thickness of an arm was laid from the southern section of the housing area in Jagen 126 through Jagen 126 and 161 to the railroad line, across the Vietmannsdorf - Gross Doelln road to fuel dump I.
16. Between 1 and 11 May, the following shipments for Gross Doelln were observed at the Vogelsang railroad station:

5 May. At 1530, 4 large flatcars with sideracks loaded with large crates covering the entire loading space were shunted to Gross Doelln. The crates were 8 to 12 meters long, about 2.5 meters wide, and 2.8 to 3 meters high. Their walls tapered to the top so that the upper length was 1 to 2 meters less than the lower length. The crates, which were of the same type as those used by the former German Air Force for the transportation of aircraft, presumably contained planes. The shipment was guarded by soldiers wearing black-bordered blue epaulets.

6 May. At 1500, 6 railroad tank cars moved from the direction of Zehdenick to Gross Doelln.

10 May. At 0730, 6 large and 12 small tank cars with a capacity of 36 and 17 cubic meters respectively arrived with the regular freight train at Vogelsang railroad station. The 18 tank cars were shunted to Gross Doelln at 1430. ⁶

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17. On 13 May, a leading official of the Grans [redacted] Enterprises stated that a sum of 20 million east marks was allocated for the construction projects in Gross Doelln for 1955 and that [redacted] was scheduled to [redacted] annually for the same object up to 1960. ⁷

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18. [redacted] 12,000 cubic meters of round timber were to be cut in the Klein Doelln Object. This area was allegedly to be subsequently used as a bombing range. This measure caused great indignation among the forest officers of this area because the trees to be cut were only 60 years old and, on the other hand, there was enough cleared space in the area where bombs could be dropped. The forest officers believed that this was an intentional destruction of German woods by the Soviet Occupation Power. ⁸

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1. Comment. Gross Doelln airfield is occupied by a bomber regiment equipped with Il-28s and U-11-28s. A total of 27 to 32 aircraft have previously been observed. [redacted] The 30 MiG-15s observed [redacted] on 20 April 1955 are no longer stationed in Gross Doelln.

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2. [REDACTED] Comment. The motor vehicle with the glass cupola probably is the command car. The purpose of the round set (searchlight ?) on the truck is unknown [REDACTED] 25X1
3. [REDACTED] Comment. The radio installations were mentioned previously. 25X1
4. [REDACTED] Comment. According to the reported measures, the bombs possibly are of type FAB-100 and FAB-250. 25X1
5. [REDACTED] about 27,000 cubic meters of woods were to be cleared in the area mentioned. [REDACTED] 25X1
6. [REDACTED] Comment. The contents of the 4 crates which arrived on 5 May [REDACTED] known. Crates with tapering walls are reported for the first time. [REDACTED] 25X1
7. [REDACTED] Comment. The correctness of the information that a sum of 20 million eastmarks will be annually allotted up to 1960 cannot be verified. 25X1
8. [REDACTED] Comment. A so-called Klein Doelln Object has not been reported previously. The establishment of a bomb range near Gross Doelln airfield appears improbable. Klein Doelln is located just south of the end of connecting lane A/B and the aircraft dispersal areas. 25X1

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